

OXC - 2830
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20 December 1961

MEMORANDUM FOR : Chief, Development Branch, DPD-DO/P

SUBJECT : Report of Visit From ITEK
Representative on PEEP

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1. On 14 December 1961, [redacted] of ITEK visited Development Branch to discuss the PEEP (Pilots Electronic Eyelevel Presentation). This was a follow-up meeting to one I previously attended on 8 November where the same representative was discussing this system with Navy personnel. A copy of the previous report is attached. The general comments contained in paragraph 3 thereof are considered to hold; however, in view of the expanded information given by [redacted] we may want to take a closer look at the system for potential future use. It is very difficult to evaluate a proposal of this type without seeing and using the hardware.

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2. The PEEP system, according to [redacted] is primarily a pilot's aid. It should lower fatigue on long flights. It should lower the proficiency required for precise instrument flying; less practice would be required to maintain individual skills. It can be used as an aid in accomplishing standard instrument approaches, navigation, terrain avoidance and weapons delivery. Other uses are possible with minor modifications. The secret of this system is the design and construction of the cathode ray tube. Extremely high standards of quality and production control are used in its manufacture. It is this tube that gives this system an advantage over similar U.S. systems which have been proposed. The system has been selected for use in [redacted] a jet transport, a jet fighter, and two others of a classified nature which were not named.

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[redacted] was emphatic in his recommendation that if we have any inclination to use a system of this type, [redacted]

3. Cost of a production unit is around [redacted]. Development costs for a particular vehicle should not be great, but would not exceed [redacted] in any event. The complete unit weighs about 50 pounds.

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4. Comment: The present pilot's instrumentation in the OMCART vehicle is adequate for the purpose and well arranged. The addition of PEEP could possibly result in a lower flying time requirement to maintain proficiency with resultant reduced costs. If it is considered worthwhile to further investigate the possibilities and potential of PEEP, it is recommended that a visit be made [redacted] by Mr. Lou Schalk of LAO and a qualified representative of this Headquarters to see and fly the system in the simulator and in actual flight under varying conditions. This method is the only way by which a reasonable degree of knowledge of the desirability of the system can be gained at this time.

SIGNED

[redacted]
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